

Neighborhood Eastlake
Implementor Schools
Matrix CD 18

Activity *Ensure that Seward School remains a public school and a focus of community identity and activities by participating in the Seward SAC and the TOPS Site Council, supporting the school's landmark designation and working with TOPS and the School District on matters of mutual interest.*

<u>CD 18: 1 of 1</u>	Sub-Activity	Improve admissions to the Options Program at Seward (TOPS) for school children who are residents in the neighborhood.	
	Sub-Act Comment(s)	On November 3rd 2004, the Seattle School Board voted to apply a distance tiebreaker to 20 percent of kindergarten seats for the TOPS-Seward school, after siblings of current students are accommodated. The change is intended to serve neighborhood families who list TOPS as their first choice. This is only a one year trial. 2004 Priority Summary: This priority is not something the Department of Neighborhoods nor the Office for Education can take the lead on. The Dept. of Neighborhoods recommends working with the Seattle School District on improving admissions programs for children in their neighborhoods. [Sid Sidorowicz, Dept. of Education)	Antoinette Meier 12/17/04 Dena Gazin 02/26/04
	Target Completion	Estimated Cost	Status
	Lead Agency/Contact	N/A	In-Progress
		Schools; No Lead Contact Assigned	Priority Top

Implementor Transportation
Matrix T 1.7

Activity *Redesign the intersection where Fairview Ave. E. turns to the southwest and becomes Fairview Ave. N. to discourage drivers from making fast, sweeping turns.*

<u>T 1.7: 1 of 1</u>	Sub-Activity	Design safer intersection at Fairview Ave. E and Fairview Ave. N.	
	Sub-Act Comment(s)	2005 - SDOT worked with community on low-cost temporary improvements. However, no community consensus could be reached on the design due to parking and other issues. Consequently, no action was taken or is planned. (Pete Lagerwey, SDOT) Second priority (Fairview intersection improvements) I spoke with Pete Lagerwey from SDOT who explained that due to a lack of funding only low-cost temporary improvements (signs and paint) will occur in 2005. This will set the geometry for future permanent improvements. (Antoinette Meier) 2004 Priority Summary: Transportation (SDOT) will work with community to install low-cost improvements at this intersection (signs and painting), this will set the geometry for future permanent improvement. The major improvements desired by the community, and generally supported by SDOT, are not fully funded at this time.	Jason Wachs 11/07/05 Antoinette Meier 10/18/04 Eric Tweit 04/06/04
	Target Completion	Estimated Cost	Status
	Lead Agency/Contact	N/A	On-Hold
		Transportation; Pete Lagerwey, 684-5108	Priority Second

Implementor DPD
Matrix CD 1
Activity

Implement an "Eastlake Avenue Pedestrian District" (EAPD).
1. In 1999, prepare policies and regulations for Council consideration on the first phase of the EAPD which would tailor existing zoning along Eastlake Avenue to: strengthen neighborhood commercial development in Eastlake's commercial core and at strategic corners; increase residential development and character in areas between the neighborhood commercial nodes; develop neighborhood serving businesses and uses at street level; and direct vehicle access and parking to alleys and side streets. Specific elements of the first phase of the EAPD are described on pages IV-14 through IV-19 and in Figures IV.2 and IV.3 of the plan.
2. In a subsequent phase of the EAPD, develop and implement streetscape standards for Eastlake Avenue. (See details in

CD 1: 1 of 1

Sub-Activity Meet with the community and prepare legislation regarding the Eastlake Avenue Pedestrian District.

Sub-Act In an effort to stimulate and enliven Seattle's neighborhood business districts--the neighborhood centers where people interact and essential goods, services, and jobs are provided--the City is proposing a new strategy to reflect changing conditions and neighborhood plan goals. The Neighborhood Business Districts included in this strategy include six neighborhood areas initially including Admiral, Columbia City, Eastlake, Greenwood, Lake City and Madison/Miller). They were chosen due to current development activity, community interest and/or the opportunity to implement neighborhood plans. Other neighborhood business districts will be evaluated in 2005.

Comment(s) Jason Wachs
10/25/05

Seattle's regulations play an important role in maintaining the vitality and character of these business districts. To effectively accomplish Comprehensive Plan and Neighborhood Plans goals, Mayor Greg Nickels directed DPD to work with citizens to improve pedestrian and transit orientation, support job creation, enhance housing opportunities, and maintain compatibility with surrounding residential areas. This Neighborhood Business District Strategy provides a blueprint for revisiting policies and regulations in mixed-use commercial centers outside of downtown, and will provide an opportunity to update cumbersome and outdated zoning regulations.

The amendments to the commercial section of the Land Use Code being proposed include:

- Map pedestrian-oriented commercial cores in business districts.
- Remove unnecessary obstacles to residential uses in commercial areas.
- Strengthen pedestrian-oriented street front development standards and guidelines.
- Refine categories of uses and establish new allowed maximum size of businesses.
- Revise requirements for residential amenities.
- Control the impacts of building size by means that encourage wider sidewalks, plazas, ground-level open spaces, or view corridors.
- Lower parking requirements based on local demand and to support alternative transportation. In Urban Centers and high capacity transit station areas, allow the market rather than the code to determine appropriate parking supply.
- Encourage customer or short-term parking over commuter or long-term parking.
- Balance auto access and parking with the needs of pedestrians and transit.
- Simplify the City's regulations so that they are easier to understand.

The Neighborhood Business District Strategy objectives are intended to ensure that Seattle's mixed-use neighborhood centers continue to evolve as desirable places to live, work, and conduct business by:

- Supporting job creation and business vitality

- Protecting and enhancing neighborhood character
- Improving the pedestrian environment
- Providing housing growth in neighborhood business districts
- Achieving quality design through development flexibility
- Supporting transit connections
- Balancing parking needs
- Making the Land Use Code easier to use

For more information go the City of Seattle website located at
http://www.seattle.gov/dpd/Planning/Neighborhood_Business_District_Strategy/DPD_000191.asp

3rd priority (Eastlake Pedestrian District) DPD has already met with the community to prepare legislation regarding the pedestrian district as part of DPD's Neighborhood Business District Strategy. Areas of Eastlake Ave E will be designated as a "retail core" in early 2005. DPD's next planning meeting with the community will occur on Oct. 25. (Antoinette Meier)	Antoinette Meier 10/18/04
2004 Priority Summary: The Dept. of Planning and Development (DPD) has met with the community to prepare legislation regarding the pedestrian district as part of DPD's Neighborhood Business District Strategy. Areas of Eastlake Ave E will be designated as a "retail core" in early 2005. DPD's next planning meeting with the community will occur on Oct. 25.	Steve Louie 05/07/04
Proposed changes have been completed by DCLU - pending Council action. 4/16/03- Early efforts were made by DCLU to work with community group, but community priorities were not about pedestrian district. Later, community requested DCLU's assistance to start the project, but priority shifts in DCLU made this not possible. DCLU has indicated to the community at the time that the issues raised by the proposal for a pedestrian district along Eastlake may be well served to be reviewed in the context of the Commercial Areas Policies and Code rewrite, which is currently under development.	Rebecca Herzfeld

Target Completion	2005/0	Estimated Cost	Existing Staff	Status	Completed
Lead Agency/Contact	DPD; Jory Phillips, 206-386-9761			Priority	Third

Implementor	KC/Metro			
Matrix	M 3.1 T			
Activity	Work with King County Metro to establish that all express buses that use Eastlake Avenue will stop at least twice in the neighborhood.			
<u>M 3.1 T 5.1: 1</u>	Sub-Activity	Work with King County Metro to establish that all express buses that use Eastlake Avenue will stop at least at Fairview Ave., Lynn Street and Harvard Avenue.		
	Sub-Act Comment(s)	Updated, but no change has taken place. A few bus routes that could be targeted for more stops along Eastlake include, Metro Routes 73, 71, 72, 66, and 67. These routes make limited or no stops along Eastlake Avenue.		Jason Wachs 09/07/05
		2004 Priority Summary: Metro bus changes can only be coordinated through King County Metro, and not the City of Seattle's Dept. of Transportation. The Neighborhood District Coordinator will work with the Eastlake and South Lake Union communities to coordinate meetings with the King County Metro representative to discuss the feasibility of increasing express bus stops along Eastlake Ave.		Steve Louie 05/07/04
	Target Completion	2004/0	Estimated Cost	N/A
	Lead Agency/Contact	KC/Metro; Liz Gotterer, 684-1647	Status	Not started
			Priority	Fourth
Implementor	Parks and Recreation			
Matrix	OS 16			
Activity	Open Space Acquisition: The City should seek opportunities to purchase land in Eastlake for designation, preservation, and protection as open space			
<u>OS 16: 1 of 1</u>	Sub-Activity	Use Pro-Parks funds to develop usable open space under I-5.		
	Sub-Act Comment(s)	Susanne Friedman reported on 07/13/05 that it is scheduled for completion in January 05.		Jason Wachs 07/15/05
		2004 Priority Summary: Design work is being completed to create open space improvement under Interstate 5 in the Eastlake/Capitol Hill neighborhood. The project was delayed due to lease agreement issues with WSDOT, however, the lease is now ready and will be presented to the Seattle City Council in December, 2004. The improvements include pathways and stairway connections, mountain bike trails, an off-leash dog area and landscaping. Construction is slated to start in January, 2005.		Dena Gazin 11/01/04
		This project was held up due to lease agreement issues with WSDOT. The lease is finally ready and will be presented to the City Council for approval in December. Construction is slated to begin after the first of the year. (Antoinette Meier)		Unknown User 10/18/04
		Design work is being completed to create open space improvement under Interstate 5 in the Eastlake/Capitol Hill neighborhood. The improvements include pathways and stairway connections, mountain bike trails, an off-leash dog area and landscaping. Construction is slated to start in mid-summer 2004.		Susanne Friedman
		1 of 5 neighborhood plan priorities for 2004. Eastlake Community Council's request reads, "Implement the proposed Eastlake Avenue Pedestrian Overlay District."		Dena Gazin 01/23/04
	Target Completion	2005/0	Estimated Cost	1,824,870.(O)
	Lead Agency/Contact	Parks and Recreation; Andy Sheffer, 684-7041	Status	Completed
			Priority	Fifth